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most of the great popular heroes of the South may be appealed to in support of theories at variance with the orthodox Southern theory of the nature of the Union. Certainly Washington, Jackson and Marshall may be mentioned; and even Patrick Henry and James Madison. And it is overlooked that the first official refutation of the Southern theory was over the signature of a Southerner, President Jackson, and over the counter-signature of another Southerner, Edward Livingston. It is high time that more attention should be paid to the considerable minority, of which these men are types.

The view that Mr. Trent presents of Washington, Jefferson, and Randolph is substantially that unfolded in the "American Statesmen" series; the view of Calhoun, that set forth in Von Holst's works. They are in short the accepted views. What he has to say of Stephens and Toombs and Davis will be new to many of his readers and interesting to all. On the whole, only a slight addition is made to our historical knowledge. Of the seven lectures, that on Calhoun is the most satisfactory and the strongest; that on Washington is open to more criticism than any other. It is marred by extravagant assertion and strained comparisons. Mr. Trent fails in his primary object of arousing genuine enthusiasm for his hero. His presentation suffers in this respect in comparison with that of Mr. Lodge or with that of Mr. Woodrow Wilson. Chapter VI. of Vol. I. and Chapters I. and VII. of Vol. II. of Lodge's *Washington* would be more successful in accomplishing Mr. Trent's object than his own lecture. His characterization of Jefferson is very happy at times. His style enables him to set forth Jefferson's subtle qualities very aptly. But he cannot be said to give a well-rounded view of any of his characters.—Judge Huger's name appears on page 189 as "Hager."

DAVID F. HOUSTON.

*The Nicaragua Canal and the Monroe Doctrine. A Political History of Isthmus Transit, with special reference to the Nicaragua Canal Project and the Attitude of the United States Government thereto.* By LINDLEY MILLER KEASBEY, Ph.D., R.P.D., Associate Professor of Political Science, Bryn Mawr College. (New York : G. P. Putnam's Sons. 1896. Pp. xv, 622.)

THE voluminous title of this book fails to do justice to the extent and variety of its contents. It begins with an introduction, in which the physical features of all the routes across the Central American isthmus, from Tehuantepec to Darien, are described. This is followed by "Part One—The Mercantile Period and the Absolute Monarchy—The Canal Project a Royal Monopoly." The author here touches on the economic conditions of Greece and Rome, traces the development of Europe through the first fifteen centuries of the Christian era, gives some account of the Portuguese navigators, and so by easy stages arrives at the discovery of America. Next comes in due course a brief historical sketch of Central America, and an account of the various crude suggestions of a canal

which were put forward at various times beginning with the reign of Philip II.

Part Two deals with what the author is pleased to call "The Period of Liberalism and Individual Initiative," which, it appears, ended in 1865. This part of the book gives a short account of the origin of the Monroe Doctrine and a tolerably comprehensive history of the diplomatic dealings of the United States and Great Britain in reference to the Central American States. In treating of our foreign policy during this period Professor Keasbey becomes particularly forcible. The imbecility, if not treachery, of the American representatives is exhibited in vivid contrast with the sleepless energy and the almost Satanic cleverness which would appear to be habitual among British officials. Even John Quincy Adams, who is neatly described as the "instigator" of the Monroe Doctrine, does not escape censure for his "woeful lack of foresight," and for reducing the Monroe Doctrine to a mere phrase. There is not the least doubt in Professor Keasbey's mind that we ought to have intervened forcibly in the quarrels between the Central American States and Great Britain, and that we ought to have prepared for the "inevitable explosion." Therefore Polk, having omitted a "signal opportunity of asserting the Monroe Doctrine," is charged with pusillanimity and culpable negligence. Clayton, it seems, began with a virtual concession of British rights and a "betrayal of our claims;" and ended by eagerly accepting all of Sir Henry Bulwer's suggestions and by concealing from the President and the Senate matters of the most vital consequence. And Buchanan, we are told, "walked squarely" into a trap laid by Lord Napier, and "handed our case over into British hands."

The third part of the book treats of the period from 1865 to 1896. Some account is given of the numerous surveys of the isthmus executed by officers of the United States government; of the rise and fall of the French enterprise at Panama; of the correspondence relative to the Clayton-Bulwer Treaty, conducted by Secretaries Blaine and Frelinghuysen; and of the many unsuccessful attempts to put the construction of a Nicaragua Canal on a sound financial basis. Recent events at Bluefields are also related with sufficient fullness.

The fourth part of the book is in its nature prophetic. It is entitled "Probabilities and Possibilities of the Future—The Canal a National American Undertaking." The author, while betraying no diffidence as to his powers to forecast the political future, frankly admits that it is beyond his abilities to estimate the commercial effects of an inter-oceanic canal. He then cheerfully proceeds to devote many long pages, and several diagrams, to a "method of inquiry" which leads him to the conclusion that a canal on the Nicaragua route would infallibly stimulate our foreign commerce. His argument seems to be based on the notion that the element of distance is the only important factor in determining success in the competitions of international trade. Such circumstances as our own tariff policy, our shipping laws, future economies in railway transportation, possible extension of railway lines south of Mexico, are

all apparently ignored. We say "apparently" because it is not possible to speak with certainty as to the author's views on these points, or to be ever quite sure what he means. There is much handsome eloquence about "undercurrents of commerce" and breakers rising to their crest, but it fails to enlighten us.

The military and political problems to which a canal across Nicaragua would give rise are treated in a manner equally unsatisfactory. Professor Keasbey seems to believe that if a canal is ever built, the United States ought to insist on exercising an effectual control over it, and it is no doubt probable that the imperative interests of this country would, sooner or later, compel us to take and keep military possession of such a canal. We too should thus end by having our Egypt, our Gibraltar and Malta, our Cyprus and Aden. How far-reaching would be the result of embarking in such enterprises, how deeply they would affect our foreign policy and the very framework of our government, how enormous would be the cost in the needful additions to our army and our fleet—are matters well worthy of serious consideration; but they are matters not touched upon in the work under review. There are instead some remarks about "the machinations of our British rival," and "a vital struggle brewing for supremacy," and there is a fling at international arbitration.

The book may serve as a convenient summary of events. It also contains useful references to some of the authorities. But its political and economic discussions are valueless, and there is a deplorable lack of historical insight. Defects of style are conspicuous. The language is often obscure, and the text abounds in trivial vulgarisms. Numerous errors in the spelling of French and Spanish words add to the disagreeable impression produced by these pages.

G. L. RIVES.

Mr. H. O. Taylor's *Ancient Ideals* is a very serious and earnest attempt to write—hardly the philosophy of ancient history, but the history of the ancient world philosophically considered. It is an attempt to interpret the history of the leading peoples of antiquity through their national ideals, not limiting the term to æsthetic or philosophical ideals, but including the political and distinctly practical. Or in other words, it is an attempt to answer the questions, how did each race conceive of life and how did its endeavor to realize this conception shape its history. Such an attempt manifestly lends itself to theorizing and to assertions which, like all those of a speculative character, admit of no proof. Mr. Taylor has not escaped this danger. His book is written on the basis of careful and extensive study, and it has much to offer the historical student, mainly in the way of interpretative suggestion. But it was written under the influence of certain preconceptions, as every such book is sure to be written until the ideally objective historian arises. The special thesis of the book is "the final universality of Christianity." All the special, distinctive "ideals" of the ancient peoples are taken up in a perfect and